



European Powered Flying Union

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EPFU News Flash No. 148, November 2025

Dear Friends

Another month has passed, autumn has arrived, and winter has made its presence felt, at least in the Alpine regions.

Martin Ryff and I have once again compiled a wide-ranging 'News Flash'. As is almost always the case, there are some repetitions, primarily to do with the 'Notices of Proposed Amendment', as this is something we can influence.

Please note the opportunity provided by EASA to comment on these at the very beginning of the issue.

At the end of the 'News Flash' there is a link to information about all 193 ICAO states for your information. Don't worry, there is no test on its content. Best regards from both of us

René Meier
Martin Ryff



A glimpse of the world from René's window at LSZG

EASA Rule Simplification Programme Making regulation smarter for a safer Future

From the Agency: EASA is launching a stakeholder survey to gather insights from industry, regulators, and other stakeholders. Your participation is essential to help EASA:

- Identify areas where simplification could bring the greatest benefit.
- Understand challenges in implementing current rules.
- Prioritise actions that align with the programme's goals.

For all details supporting your contribution please go to

<https://www.easa.europa.eu/en/document-library/rulemaking-process-overview/easa-rule-simplification-programme>



Conference on Advancing Health Management in Aviation: Diabetes and Cardiovascular Research Insights

On-site event, event dates:

Day 1: 12/11/2025

Day 2: 13/11/2025

Day 3: 14/11/2025





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Location

EASA Headquarters, Konrad- Adenauer-Ufer 3, D-50668 Köln, Germany

For more information:

<https://www.easa.europa.eu/en/newsroom-and-events/events/conference-advancing-health-management-aviation-diabetes-and>

EASA Annual Safety Conference 2025

On-site event, event dates:

Day 1: Wednesday, 12/11/2025

Day 2: Thursday, 13/11/2025



Location:

Copenhagen Marriott Hotel, Kalvebod Brygge 5, DK-1560 Copenhagen, Denmark

For more information:

<https://www.easa.europa.eu/en/newsroom-and-events/events/easa-annual-safety-conference-2025#group-description>

EASA Rotorcraft Symposium and European Rotors

On-site event, event dates:

Day 1: Monday, 17/11/2025

Day 2: Tuesday, 18/11/2025

Day 3: Wednesday, 19/11/2025

Day 4: Thursday, 20/11/2025



Location: Köln Messe, Messeplatz. 1, D-50679 Köln, Germany

For more information:

<https://www.easa.europa.eu/en/newsroom-and-events/events/easa-rotorcraft-symposium-and-european-rotors>

ReFuelEU Aviation Annual Technical Report 2025, 2024 in review

22/10/2025 This technical report contains many key findings while also addressing existing difficulties in various areas. Interested parties may go to

<https://www.easa.europa.eu/en/document-library/general-publications/refueleu-aviation-annual-technical-report-2025>





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Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 1/10/2025 and 31/10/2025. Titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR: None.

Public Consultations by EASA:

Deviation Request ETSO-C127c#1 for an ETSO approval for CS-ETSO applicable to Rotorcraft, Transport Aeroplane, and Small Aeroplane Seating Systems (ETSO-C127c)

24/10/2025 It is a manufacturer-centric topic covering seats and retention systems. End date of the consultation period: 14/11/2025. If interested: for all details please go to

<https://www.easa.europa.eu/en/document-library/product-certification-consultations/deviation-request-etso-c127c1-etso-approval-cs>

Notices of Proposed Amendment:

Repetition: NPA 2025-02(A) Alignment of Regulation (EU) No 748/2012 and Regulation (EU) No 1321/2014 with Regulation (EU) 2018/1139 Certification and continuing airworthiness of noninstalled equipment (RMT.0727, Subtask 3) New end date for comments: 7/11/2025. A hint from Martin: The proposed 21.A.309 looks easy, but might be problematic

The Agency writes: “This NPA puts forward amendments to Regulation (EU) No 748/2012 (the Initial Airworthiness Regulation) and Regulation (EU) No 1321/2014 (the Continuing Airworthiness Regulation), together with their associated acceptable means of compliance (AMC) and guidance material (GM), in order to align them with Regulation (EU) 2018/1139 (the Basic Regulation) in respect of the certification and continuing airworthiness of noninstalled equipment (NIE). The aim of the proposed regulatory material is to clarify the processes applicable for the initial certification and continuing airworthiness of NIE. This will allow stakeholders concerned to apply to the maximum extent possible the existing certification and continuing airworthiness processes, thus reaping the full benefits of applying well-established industry processes. When if relevant, in order to increase efficiency, simplifications are proposed with regard to the exemption from the requirement for capability demonstration for the production of NIE that consists of software applications to allow for adaptations to the specificities of NIE.”

Description of the issue by the Agency, first paragraph: “EASA currently lacks a regulatory means to approve NIE since the concept of NIE is not currently reflected in Part 21 of Regulation (EU) No 748/2012 nor is it reflected in Regulation (EU) No 1321/2014, which only refers to the continuing airworthiness of components installed on aircraft. This means that EASA does not have a formal process to approve NIE in case there is a need to address a safety issue with a particular article that is carried on board the aircraft by the operator. In addition, the current regulations do not include any provisions regarding how and by whom such NIE should be maintained and controlled on board the aircraft.”

NPA 2025-02 comes in seven parts. For all seven chapters please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-02>



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NPA 2025-02(A) Alignment of Regulation (EU) No 748/2012 and Regulation (EU) No 1321/2014 with Regulation (EU) 2018/1139 (the Basic Regulation). Certification and continuing airworthiness of non-installed equipment (RMT.0727, Subtask 3), introduced above.

NPA 2025-02(B) Proposed amendments to Regulation (EU) No 748/2012, Initial Airworthiness

NPA 2025-02(C) Proposed amendments to Annex I (Part 21) to Regulation (EU) No 748/2012

NPA 2025-02(D) Proposed amendments to the AMC and GM to Annex I (Part 21) to Regulation (EU) No 748/2012

NPA 2025-02(E) Proposed amendments to Regulation (EU) No 1321/2014, Continuing Airworthiness

NPA 2025-02(F) Proposed amendments to the annexes to Regulation (EU) No 1321/2014

NPA 2025-02(G) Proposed amendments to the AMC and GM to Regulation (EU) No 1321/2014 and its annexes

Comment period ends now on 7/11/2025. Please comment individually by using the Agency's CRT as expressed in chapter 1.2 of NPA 2025-02(A), mid-page 3/20. Part-21, Part-ML, Part-M, Part-66, Part-145, Part-CAMO, and Part-CAO are affected by NPA 2025-02.

Repetition

NPA 2025-03 Environmental protection requirements for products not covered by ICAO Annex 16 | Noise requirements for vertical take-off and landing (VTOL)-capable aircraft (VCA) (, published 22/8/2025 (RMT.0733). This NPA comes in three parts, A, B, and C. It proposes:

- to create a delegated act to include detailed noise requirements applicable to (VCA) and a decision on the related acceptable means of compliance (AMC) and guidance material (GM); and
- to amend Annex I (Part 21) to Commission Regulation (EU) No 748/2012 for consistent implementation of the proposed new delegated act, and the related AMC and GM.

The proposed regulatory material is expected:

- to ensure that new VCA are designed to minimise noise;
- to provide a level playing field for manufacturers;
- to provide certified noise levels for reference to the competent authorities responsible for land-use planning and for granting VCA operational authorisations;
- and to maintain a high level of environmental protection in Europe.

Comment period ends on 25/11/2025. Please comment individually.

For all three parts of this NPA please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-03>

NPA 2025-04 New air mobility | Rules for air operations with airships (AsOP)

10/10/2025 Not directly applicable to our community, but their operation takes place in our common airspace. Comment period ends on 10/1/2026. For all details please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-04>



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NPA 2025-05 Regular update of the ATM/ANS rules

13/10/2025 The amendments proposed with this NPA concern mainly provisions in Annex V (Part-MET), Annex I (Part-DEFINITIONS), Annex II (Part-ATM/ANS.AR), Annex III (Part-ATM/ANS.OR) and Annex IV (Part-ATS). This NPA also proposes amendments to Appendix 5 'REQUIREMENTS REGARDING SERVICES IN AIR NAVIGATION' to Commission Implementing Regulation (EU) No 923/2012 concerning 'Special air-report of volcanic activity form (model VAR)' for regulatory consistency. Comment period ends on 13/1/2026. For more information please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-05>

NPA 2025-06 Regular update of the AMC and GM associated with the conformity assessment framework for ATM/ANS equipment

24/10/2025 The proposed amendments are expected to ensure the efficient and harmonised implementation of the regulatory framework for assessing the conformity of ATM/ANS equipment. The objective is to ensure that the AMC and GM remain fit for purpose and support affected stakeholders with its implementation. Comment period ends on 23/1/2026. For all details please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-06>

Focused Consultation: None.

Agency Decisions: None.

30/9/2025 ED Decision 2025/019/R Amendment to Issue 4 of the AMC & GM to CS-23. It is manufacturer-centric, but may nevertheless be of interest to operators. Here comes the access:

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2025019r>

Opinion:

31/10/2025 Opinion No 03/2025, Alignment of the common requirements for ATM/ANS providers with SES 2+ I Contracted activities and distinct roles of the NCA and the NSA (RMT.0763) This Opinion proposes to align several requirements of Regulation (EU) 2017/373 (the 'Common Requirements Regulation') with certain requirements of Regulation (EU) 2024/2803 (the 'SES2+ Regulation') which are already applicable. For all related texts please go to:

https://www.easa.europa.eu/en/document-library/opinions/opinion-no-032025?utm_campaign=d-20251101&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_opinion

Comment Response Documents: None.

EU Consultations: ("Have your say"):

Repetition. The Commission would like to read our views on this proposal, new end date:

Aviation – fitness check of EU airport legislation



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The Commission is carrying out a fitness check of EU airport legislation to determine if it is still fit for purpose and delivering on its objectives. This fitness check will consider recent trends such as market consolidation, capacity challenges, labour shortages, increased competition from non-EU airlines/airports and the need to decarbonise. It will also assess the potential for simplification and burden reduction, especially should any inconsistencies or synergies be identified. The **consultation period ends now on 12/11/2025**. Interested parties may go to

https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14193-Aviation-fitness-check-of-EU-airport-legislation_en

EU Regulations:

Regulation (EU) 2025/1988 - Annex XVII Entry 82 - Per- and Polyfluoroalkyl substances (PFAS) in firefighting foams.

The EU commission has published Regulation (EU) 2025/1988 amending Annex XVII to REACH as regards **per- and polyfluoroalkyl substances in firefighting foams**. As of 23/10/2030, PFAS in firefighting foams will be banned if their concentration is 1 mg/L or higher for the sum of all PFAS.

...

The regulation includes extended deadlines for specific uses. For example, portable fire extinguishers will be exempt until 23/10/2026, while alcohol-resistant foams in portable extinguishers are exempt until April 23, 2027. Additionally, certain industries, such as the offshore oil and gas sector, military vessels, and civilian ships with pre-installed foams, may continue using PFAS until 23/10/2035.

...

The Commission shall review this derogation no later than October 23, 2030. For the full text of the Regulation, please check the link below.

<https://eur-lex.europa.eu/eli/reg/2025/1988/oj/eng>

In addition please take a look at UK CAA's website explaining how to manage the risks:

<https://www.caa.co.uk/media/xgfm3aoe/pfas-at-airports-managing-your-responsibilities-and-liabilities.pdf>

We often carry portable fire extinguisher onboard. We shall have to follow the effects this regulation has on our operations.

COMMISSION IMPLEMENTING REGULATION (EU) 2025/2070 correcting certain language versions of Annex IV to Regulation (EU) No 1321/2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks

14/10/2025 Copied and slightly adjusted from the official text. Having regard to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (1), and in particular Article 17(1), first subparagraph, point (e), thereof.



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The **Bulgarian, Czech, German, Hungarian, Lithuanian, Maltese and Slovak language versions of Annex IV (Part-147)** to Commission Regulation (EU) No 1321/2014 (2) contain errors in Section A, Subpart B, point 147.A.135(b), as regards organisational requirements for the performance of examinations. The errors alter the meaning of that provision, thus affecting its substance.

The **Bulgarian, Czech, German, Hungarian, Lithuanian, Maltese and Slovak language versions of Annex IV (Part-147)** to Regulation (EU) No 1321/2014 should therefore be corrected accordingly. The other language versions are not affected.

The measures provided for in this Regulation are in accordance with the opinion of the committee referred to in Article 65(1) of Regulation (EC) No 216/2008 of the European Parliament and of the Council (3), which was delivered prior to the adoption of Regulation (EU) No 1321/2014. For the full text please go to

http://data.europa.eu/eli/reg_impl/2025/2070/oj

Corrigendum to Commission Implementing Regulation (EU) 2025/343 of 17 February 2025 amending Regulation (EU) No 1332/2011 and Implementing Regulation (EU) 2017/373 as regards airborne collision avoidance systems (OJ L, 2025/343, 18.2.2025)

24/10/2025 On page 2, in Article 1, in the amendment to point AUR.ACAS.1005 of the Annex to Regulation (EU) No 1332/2011

for: 'AUR.ACAS.1005 Performance requirement, the old text,

The following turbine-powered aeroplanes shall be equipped with ACAS II with a collision avoidance logic version 7.1 or with ACAS Xa:

- (a) aeroplanes with a maximum certificated take-off mass exceeding 5 700 kg;
- (b) aeroplanes authorised to carry more than 19 passengers.

Aircraft not referred to in point 1 but which are equipped on a voluntary basis with ACAS II, shall have collision avoidance logic version 7.1 or ACAS Xa.

Point 1 shall not apply to unmanned aircraft systems.'

read the new text: 'AUR.ACAS.1005 Performance requirement

(1) The following turbine-powered aeroplanes shall be equipped with ACAS II with a collision avoidance logic version 7.1 or with ACAS Xa:

- (a) aeroplanes with a maximum certificated take-off mass exceeding 5 700 kg;
- (b) aeroplanes authorised to carry more than 19 passengers.

(2) Aircraft not referred to in point 1 but which are equipped on a voluntary basis with ACAS II, shall have collision avoidance logic version 7.1 or ACAS Xa.

(3) Point 1 shall not apply to unmanned aircraft systems.' This is the difference...

For the original text please go to.



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http://data.europa.eu/eli/reg_impl/2025/343/corrigendum/2025-10-22/oj

Commission Implementing Regulation (EU) 2025/2143 of 23 October 2025 amending Regulation (EU) 2015/340 as regards the **introduction of competency-based training and assessment and virtual training of air traffic controllers**. This is not directly for our community. Interested parties may go to

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202502143

New edition of “ICAO States today” published

The ICAO STATES TODAY publication is a collection of Member State Profiles, highlighting aviation-specifics and other interesting facts about each State. This definitive publication is the only one to deliver an overview of Civil Aviation in all 193 ICAO Member States. For your access to the publication please go

www.icao.int/icao-states-today



News from the drone's world

A positive one: while the UK Civil Aviation Authority (CAA) has granted Windracers, a British commercial and defense drone manufacturer, approval to conduct the first international civil unmanned aerial system (UAS) operation by a UK company (UK Approves First International Civil Drone Operation - DRONELIFE). A negative one: another UK based drone company seems to have gone bankrupt (Altitude Angel, the End of a Good Company and the Beginning of Uncertainty | Commercial UAV News).

Many thanks to DRONELIFE, Commercial UAV News.



Murphy's Law COMPLETE, compiled by Arthur Bloch

Taken from “Six Laws of Office Murphology”: no. 6 says: “Vital papers will demonstrate their vitality by spontaneously moving from where you left them to where you can't find them.”

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Best wishes, kind regards,

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